

May 7

DECISION FAVORS FISH INTEREST

Board of Appraisers Sustains Protest of Gorton-Pew Concern on Assessing Duty on Cargo of Salt Herring From Treaty Coast.

The Board of United States General Appraisers has just handed down a decision of the protest of the Gorton-Pew Fisheries Company on account of the assessment of duty on a cargo of herring brought into Boston by sch. James A. Garfield in July, 1912. This decision would have been of very great importance under the old Tariff Act, and is still of interest because it is an official decision giving a liberal interpretation of the law and a disposition on the part of the courts to concede to the American fishing interests on the treaty coast of Newfoundland the fullest enjoyment of their rights, and the fullest development of American interests in those waters.

The main question at issue in the case was whether, under the modern method of conducting the herring fishery whereby a fleet of vessels working together under the control of one agent and employing a large number of men, landing their fish sometimes on the vessel and sometimes on the shore, was an American fishery within the meaning of the law. In the case of sch. Garfield, some of the herring in question were landed on the vessel, some were carried directly to the shore and placed in storehouses, others were placed in huts of the fishermen along the shore, and others were sent from Bay of Islands to Bonne Bay to be brought to the United States by another schooner. The court ruled that these fish were nevertheless the product of American fisheries, and that the fact that they were landed upon the shore rather than upon the vessel makes no difference in their character.

Fish Ruled Dutiable.

The hearing in the matter was first held before Collector Curtis in Boston, who ruled flatly that the fish were dutiable, and the hearings on the protest were held afterwards before the Board of Appraisers in Boston, and later continued before the Board of Appraisers in New York. Frederick H. Tarr of this city, was attorney for the importer, the Gorton-Pew Fisheries Company, and the United States, was represented by Leonard N. Wood, Esq., Assistant Attorney General of the United States.

The Decision in Full.

The decision in full was as follows: Waite, General Appraiser. The importation in question in this case is fish (herring) imported by the Gorton-Pew Fisheries Company, a corporation under the laws of the state of Maine with headquarters at Gloucester, Mass., from which place they conduct fishing operations by means of vessels going to and from Gloucester and other ports in the United States with the products of their fisheries. The fish were assessed at 1-2 cent per pound under paragraph 272 of the act of 1909. It is claimed by the importers that the fish are entitled to free entry by reason of their being the product of American fisheries, relying upon the provisions of paragraphs 567 and 639 of said law.

The evidence in the case reveals the fact that this corporation was carrying on fishing operations by means of a number of vessels, among which was one known as the James A. Garfield, an American vessel documented under the laws of the United States at the port of Gloucester and owned by the said Gorton-Pew Fisheries Company. The fish in question were caught at a place known as the Bay of Islands off Newfoundland, in what is known as "treaty waters," where Americans are at liberty to take fish by virtue of treaties entered into between the United States and Great Britain.

The questions raised here are: (1) what constitutes an American fishery; and (2) were these fish the product of such a fishery?

There is nothing in the statute which defines specifically of what a fishery shall consist. The evident intent of the statute, however, is that Americans engaged in fishing in foreign waters, by means of a fishery maintained and supplied by American money and enterprise, shall be placed upon the same footing as Americans engaged in the same occupation in domestic waters, so far as the duties upon the fish are concerned.

Our understanding is that a fishery may be what may be termed an "off-shore fishery," where the fish are taken in deep water by means of a large boat attended by smaller boats, nets and tackle; or may be an "in-shore fishery," conducted by means of the same apparatus and appliances, or by means alone of smaller boats, nets and tackle.

We are not disposed to hold that a fishery, as the word is used in the

statute, may not consist of what is known as a "strand fishery," that is, one conducted by means of small boats in connection with shore appliances, buildings and apparatus. And it is possible that a fishery might be conducted without the means of boats at all, simply by the use of seine and shore appliances.

Not Intention to Limit Scope.

It was not, in our judgment, the intention of Congress to limit a fishery in its operations to the deck or hull of a vessel. It is conceivable that the operations might be so extensive as to make it impossible either to take, cure or prepare the fish on board the vessel. We are, therefore, of the opinion that a fishery includes the operation of taking, preparing, curing and packing fish, and making them ready for market, whether conducted by means of a large boat and small boats independent of the land, or by means of the same connected with the land, where the fish are cleaned, dried, prepared and packed for the market.

The facts in this case show, we think, that the Garfield, at the time these particular fish were taken, was at the scene of the operations, to wit, at Bay of Islands, and had at that time a crew of some 30 men, the master being an American citizen, the fishermen being hired, either Canadians or citizens of Newfoundland, to do the fishing in the ordinary way, receiving their pay by the pound, the tackle, nets, etc., being supplied in the first instance by the fishery, sometimes owned by the fishermen and sometimes by the fishery. All of the fish were not taken on board the Garfield, the boat employed as the center of operations in this instance, but were taken to the sheds, docks and landings, owned by this Fisheries Company, where they were prepared, and put into barrels and made ready for shipment, from which place the testimony shows, we think, they were subsequently loaded upon the Garfield and brought to the United States to wit to the port of Boston, where entry was made.

It is true that some of these fish were placed on board the Garfield in July, 1912, at Bonne Bay, where they had previously been taken by the superintendent and master of the fishery operations for the importers, for the purpose of loading them upon another vessel or vessels belonging to the Fisheries Company. For reasons explained in the testimony, however, they were not disposed of. Remaining at Bonne Bay, they were, as stated above, loaded upon the Garfield and brought to the United States. We do not think this precludes their free entry if they were the product of an American fishery. We find under the evidence in this case that they are the product of an American fishery; that the vessel which was the center of operations, and from which the operations were conducted in the catching of these fish, was an American vessel owned by the importers, and was one of a large number of vessels used by the Fisheries Company in connection with their fishery at the Bay of Islands, where these fish were caught. We think everything has been shown necessary to constitute an American fishery under the statute.

We therefore sustain the protest.

(Signed)

BYRON S. WAITE.

EUGENE G. HAY.

Board of U. S. General Appraisers.

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Will Have Branch at Pubnico.

The Cunningham and Thompson Company has enlarged their field of operation. They have located a branch at the D'Entremont fish plant at Pubnico, Nova Scotia, and will carry on a fish buying business there. Sch. William H. Rider is now being fitted out at the firm in this city, preparatory to being used in conjunction with this new addition to the plant.

Another Seiner Away.

Another of the seining fleet, sch. Fannie A. Smith, Capt. Wallace Walker, sailed today for the south.

The Dogfish Menace.

The devastating dogfish has made its way into Maine politics. It is moreover, the only thing on which all the parties in Maine agree. In their platforms this year they call on the government to do something to rid the coast of the dogfish nuisance for they consider the job big enough for the National, rather than the state, government. Senator Johnson has introduced a bill providing for a dogfish bounty and for the establishment of reduction works by the government to take care of the fish on which the bounty is paid, but there is probably a long road ahead of the bill before enactment, especially as the Bureau of Fisheries is lukewarm in its interest.

Yet all fishermen agree that from Quoddy Head to Mexico the dogfish doing vast damage to the fishing business. The Maine coast has particularly suffered, and its fishermen—who no have to spend a whole day five or six miles off the shore in order to catch two 30 or 40 pound codfish, where the used to catch 500 to 1000 pounds on one tide in their own dooryard, so to speak—are envious of their Canadian brethren who are profiting from government protection. Canada has paid a bounty of \$4 a ton on dogfish for a most a decade, and the government has established three reduction plants at the New Brunswick and Nova Scotia shores, which have a capacity of about 50 tons daily. The dogfish, and all the sharks and skates are made into fertilizer for which there is a ready sale. At the Clark's Harbor plant alone more than 1,000,000 dogfish were transformed into useful fertilizer last year and the dogfish are so well thinned out in the neighboring waters that the fishermen are complaining now less of the depredations of the dogfish than of the low bounty on them. The proposed American bounty is twice as high, and the agitation for it began years before the Canadian government took action.—Boston Herald.

Bait and Ice Report.

Amherst Harbor, May 5.—Ice in Pleasant Bay yet; Grandentry report, plenty herring; Grindstone seine herring in trap; Etang du Nord plenty herring in seines; House Harbor, no herring, no ice in sight so far.

Queensport, May 5.—No nets out today on account of drift ice.

Souris, P. E. I., May 5.—North coast ice only eastern coast. No scattered ice very few herring.

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GILL NETTERS STRIKE DOGFISH

Three Fares of Fresh Fish Down From Boston To- day for Splitters.

Fresh fish the past few days have been a drug on the market for shipment and three more fares are down from Boston to split, while a number of the gill netters were also obliged to sell to the splitters here.

The fare from Boston are schs. Actor, 20,000 pounds; Rose Standish, 24,000 pounds; Flora L. Oliver, 80,000 pounds.

Some of the gill netters have struck the dogfish, the Water Witch bringing in one yesterday. This means that as soon as the pest show up in any numbers at all, the netters will be obliged to give up.

The Water Witch will probably make her last haul of the season tomorrow.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Actor, via Boston, 20,000 lbs. fresh fish.

Sch. Flora L. Oliver, via Boston, 80,000 lbs. fresh fish.

Sch. Rose Standish, via Boston, 24,000 lbs. fresh fish.

Str. Dolphin gill netting, 2000 lbs. fresh fish.

Str. Medomak, gill netting, 2000 lbs. fresh fish.

Str. Water Witch, gill netting, 5500 lbs. fresh fish.

Sch. Little Fannie, gill netting, 3000 lbs. fresh fish.

Str. Sunflower, gill netting, 1800 lbs. fresh fish.

Str. Bethulia, gill netting 1500 lbs. fresh fish.

Str. Enterprise, gill netting, 3000 lbs. fresh fish.

Str. Ibsen, gill netting, 2800 lbs. fresh fish.

Str. Quartette, gill netting, 2000 lbs. fresh fish.

Str. Alice, gill netting, 1500 lbs. fresh fish.

Str. Carrie and Mildred, gill netting, 3000 lbs. fresh fish.

Str. Lydia, pollock seining, 35 bbls. fresh herring.

Vessels Sailed.

Sch. Mary DeCosta, haddocking.
Sch. Priscilla Smith, haddocking.
Sch. Imperator, south seining.
Str. Bessie M. Dugan, south seining.
Sch. Elmer E. Gray, halibuting.
Sch. Lucinda I. Lowell, drifting.
Sch. William H. Moody, drifting.
Sch. Gov. Russell, dory handlining.

TODAY'S FISH MARKET.

Salt Fish.

Handline Georges codfish, large, \$5 per cwt.; medium, \$4; snappers, \$3.

Eastern halibut codfish, large, \$5; medium, \$4.50.

Georges halibut, codfish, large, \$5.50; mediums, \$4.50.

Cusk, large, \$2.50; mediums, \$2; snappers, \$1.50.

Haddock, \$2.00.

Hake, \$1.15.

Pollock, \$1.75.

Fresh Fish.

Splitting prices:

Haddock, \$1.10 per cwt.

Cod, large, \$2.25; medium, \$1.85; snappers, 75c.

All codfish, not gilled, 10c per 100 pounds less than the above.

Hake, \$1.10.

Cusk, large, \$1.75; medium, \$1.25; snappers, 50c.

Pollock, 90c.

Fresh halibut, 14½c lb. for white, and 10½c for gray.

PORT OF GLOUCESTER.

Arrivals.

Sch. Constance, Beverly.

Sch. Ethel P. Merriam, Newburyport for Boston.

Br. sch. Genevieve, Boston for St. John's.

Br. sch. Ada Mildred, Boston for Halifax.

Br. sch. Arthur Parker, Boston for St. John's.

Sch. Mary E. Lynch, Boston for Rockland.

Sch. Annie and Reuben, Boston for Stonington.

Sch. Helen, Boston for Rockland.

Sch. Josie, Boston for Bangor.

A DULL DAY AT NEW FISH PIER

Today proved another dull one on the New Fish Pier, six crafts, four of them shore boats, being the total number of arrivals. They had few fish, the fares of all of them totalling only 130,000 pounds.

The steam trawler Ripple has nearly 50,000 pounds a comparatively small trip while the Delphina Cabral has about the same. Prices remain down and most of the fish will probably go to the splitters.

Dealers are paying \$2.50 to \$3.75 per hundred weight for some shipping haddock; \$2.75 for large and \$1.75 for market cod \$1 to \$1.50 for hake, and \$1.50 for pollock.

Boston Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Delphina Cabral, 6500 haddock, 40,000 cod, 2000 pollock.

Str. Ripple, 45,000 haddock, 4800 cod, 2500 pollock.

Sch. Esther Gray, 20,000 cod.

Sch. Eva Avina, 4000 cod.

Sch. Laura Enos, 3800 cod.

Sch. Minnie, 1500 cod.

Haddock, \$2.50 to \$3.75 per cwt.; large cod, \$2.75; market cod, \$1.75 to \$3; hake, \$1 to \$1.50; pollock, \$1.50.

Portland Fishing News.

The beam trawler Swell, which arrived at Portland Tuesday afternoon, reports having to fight one of the heaviest snow storms of the year last Saturday, while the steamer was on the Western Banks, about 500 miles from Portland. The steamer was forced to battle against the elements every day since then until her arrivals in Portland. She started for Portland Sunday and did not arrive until Tuesday afternoon.

GULFPORT QUITE A FISH PLACE

Gulfport is becoming quite a fishing center and in time may rival Pensacola in the handling of groupers in the south and red snappers for the northern markets. The Campeche Fish Company, organized only a short time ago, is getting receipts almost daily of red snappers and groupers. The company is operating several vessels and just as soon as business warrants more will be secured and placed in service. During the last week three crafts arrived with red snappers and groupers. The company has put a man on the road to dispose of the catches.

Right You Are.

The whole country seems to appreciate the importance of our revenue cutter service. The Senate has just enacted a bill for its enlargement and improvement. The bill provides one steam revenue cutter for service in southern California waters, another first class craft for Gulf of Mexico service, a second class craft for Maine coast service, and a third class cutter for service as anchorage patrol boat in New York harbor. It is to be hoped that nothing will be put in the way of the revenue cutter service in obtaining its requirements.

The revenue cutter service in reality deals with much more than concerns the revenue. Almost daily during the winter months do we find the cutters in the front page news because of the rescue work they have performed. In times of war the revenue cutters do invaluable blockade duty augmenting the work of the navy in a most valuable manner. This last winter a new field of usefulness for the cutters was found in the ice patrol which was maintained for several weeks. A look-out was kept for ice masses or icebergs in the steamship lanes and when such dangers were sighted they were immediately reported by wireless. The revenue cutter service certainly deserves well at the hands of the National legislature.—Portland Press & Daily Advertiser.

Looks Blue For Sardines.

Says the Portland Evening Express & Advertiser:

Two weeks of the sardine canning season have passed and the eastern coast sardine factories still remain closed because the sardine herring fish have not yet made their appearance. It is estimated that this means a loss of \$10,000 every week for the canning plants. It is easy to figure up a loss of several thousand dollars a week for the many employees in the factories and operating the sardine boats who generally are at work by April 15. With all the factories in Eastport running on full time, there have been years in the past when the weekly pay rolls have averaged \$20,000. The season is from April 15 to November 30. Many of the old herring fishermen express the opinion that the dogfish which now remain in the cold northern coast waters the year around keep the fish frightened away. It is hoped, however, that with the coming of warm weather the little herrings will strike in in the usual large numbers.

GIVES POINTS ON MUSSELS AS FOOD

Fisheries Bureau Expert Douthart at Boston on Special Mission.

Uncle Sam has despatched to Boston a special missionary to preach the gospel of sea mussel-eating to the benighted consumer. He is Thomas M. Douthart, agent of the bureau of fisheries of the United States department of commerce.

He comes to show the householders who are seeking new ways of reducing living costs why they should eat mussels and where they may get them. He brought with him a large consignment of pamphlets which set forth the advantages of the mussel and supply a number of government recipes for the cooking of the delicacies. He brought also a number of large signs. The signs are designed for the protection of the buyer and will be issued only to dealers who are willing to sell the simon-pure article.

Like the oyster, the mussel is not wholesome unless it has a chance to grow up in wholesome surroundings. Mussels picked about old wharfs and where sewerage empties are tabooed by the government.

Scattered all along the coast from Virginia capes to Labrador are clean beds which will receive the O. K. of Uncle Sam. Dealers who are ready to sell only mussels from the government-inspected beds will be given each a two-foot sign that sets forth that their goods are all they should be.

Mr. Douthart will remain in Boston about a month visiting fish dealers and persuading them to get their mussels only from wholesalers whose supply is safe. At present the best beds for the market, he says, are in and about Narragansett bay. Later in the season Mr. Douthart will make a tour of the coast to the north inspecting likely sources of mussel supply.

The United States mussel cookbook will be given in quantities to all dealers who comply with the suggestions of the bureau of fisheries and will be supplied by them to all purchasers of this new sea-food. Mr. Douthart does not expect to see the mussel drive the oyster out of the market, but points to the fact that mussels are at their best in the months without the "R," when oysters are not used.

The cookbook contains 18 recipes of which that for "Mussels a la Catalaine" is the newest. This is the way the delicacy is prepared.

Clean and wash as usual. Steam covered kettle with an onion cut coarse, some parsley and whole white pepper. When cooked remove the beads and the top shell. Make a sauce by frying a finely chopped onion in two ounces of butter, adding one ounce of flour, the liquid from the mussels, and season to taste. Cook 15 or 20 minutes; add the juice of a lemon. Cover the mussels with the sauce, sprinkle over them some bread crumbs and a little melted butter, and brown in hot oven.

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NETS AND TRAPS GET MACKEREL

**Shipped to New York—Sch.
Rob Roy In With
500 Fish.**

Evidently the southern seining fleet have been having some of the bad weather out that way, such as Massachusetts has been treated to, the past few days for no catches have been made outside of the little boats and traps. The first news for several days from the fleet was received this morning a dispatch to the Times announcing the arrival of sch. Rob Roy. Capt. Lemuel Firth at New York with 500 large fresh mackerel in count.

The dispatch says that 210 barrels of mackerel were expected overland from Cold Springs and Atlantic City this morning for the New York market.

Nearly all the boats have left Chincoteague and moved up the coast. Yesterday, 12,000 fresh fish in count were landed at Cape May.

THOUGHT LOST— BOTH ARE SAFE

Sch. Delphine Cabral, arriving at the new fish pier, Boston, yesterday afternoon had her flag at half mast as a mourning emblem for two of her crew who were thought to have been drowned, but sorrow on board was quickly turned to joy, as soon as the craft swung into a berth.

The first to hail the vessel were the two men who were lost miles from land. The Cabral was fishing on Georges last Monday when a heavy fog shut in. John Capales and Manuel Meunes, dory mates, failed to return with the others and the schooner cruised about the vicinity for six hours without locating them. A heavy sea was running and those on board concluded that the dory had been swamped and the two members of the crew drowned.

When Capales and Meunes were seen on the wharf a hearty cheer went up from the men on the vessel. The two men quickly jumped on board and told of their rescues by the fishing schooner Flavilla on Tuesday morning, after they had spent the night rowing in the heavy sea. They were nearly exhausted when picked up.

Ashore and Floated.

While inward-bound from the fishing grounds yesterday morning, the sch. Flavilla ran ashore on Georges Island, Boston Harbor. She was floated an hour later by the tug F. J. Purly and towed to the fish pier. Apparently she received no damage.

Ice Report.

As received by the Board of Trade from the Supt. Signal Service, Quebec, May 5:

Magdalen Islands—Dense fog.
Cape Ray—No ice.
Scattari—Heavy, close, packed, distant.
Money Point—Heavy, close packed everywhere; stationary.
Point Tupper—Strait packed with ice.
Other Points—No ice.

First Doryhandliner Away.

The first of the dory handliners, sch. Gov. Russell, Capt. Louis Soares, sailed this morning. Sch. Tattler, Capt. Alden Geel is about ready to sail.

More Seiners Go South.

Two more of the south seiners got away today. They are sch. Imperator, Capt. C. Wesley Farmer and steamer Bessie M. Dugan, Capt. Douglass McLean.

Putting in An Engine.

Sch. Harvard is having a 36-horsepower Lathrop engine installed. She will fit later for seining.

Fishing Fleet Movements.

Sch. Moaniam was at Shelburne Tuesday and cleared.

Backward Season at Newfoundland.

Cold and backward weather is in evidence everywhere along the coast, and outside the winter fishing zone on the West Coast, there hasn't been a codfish landed at this writing. Of course, it is rather early yet for active fishery work, but usually there is fair sign of fish on the jigger from St. John's to Cape Race about the first of May. The explanation is that the water around the coast is too cold, and the fish is still off shore in deep water. Herring have appeared in several places, and Portugal Cove men got a few in their nets last week. In Fortune Bay there has been a good sign of herring the last few days, and some of the Western bankers have got their battings and proceeded to the bankfishery.—St. John's, N. F., Trade Review.

Trade Dull at St. John's.

Trade in the city continues dull, and retailers are reporting slow sales all along the street, says the St. John's, N. F., Trade Review. Several outport business men have arrived to purchase outfits for new season's business, but their presence affects the wholesale trade alone. The few schooners that have arrived for supplies are from the South and West coasts; the Northern fleet, by present indications, will not be along till next week. The ice is still hanging about the Northern Bays, and we want a good off shore blow for a day or two to produce the activity that is generally associated with the spring trade in Newfoundland. Altogether, it looks as if we are going to have the latest spring for very many years.

AVALON FROM GRAND BANKS

**Brings Fare of 20,000 Pounds
of Halibut—Gill Netters
Catch Light.**

Absent just four weeks to the day, sch. Avalon, is here this morning from Grand Banks with a halibut fare of 20,000 pounds which sold to the New England Fish company at 12 cents a pound for white and nine and one-half cents for gray.

Gill netting receipts showed a marked falling off yesterday on account of the hauling out a number of the fleet.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Avalon, Grand Banks, 20,000 lbs. fresh halibut.
Str. Dolphin, gill netting, 1000 lbs. fresh fish.
Str. Medomak, gill netting, 1000 lbs. fresh fish.
Str. Carrie and Mildred, gill netting, 1000 lbs. fresh fish.
Str. Quartette, gill netting, 1000 lbs. fresh fish.

Vessels Sailed.

Sch. Ralph Brown, haddocking.
Sch. Frances P. Mesquita, haddocking.
Sch. Mary E. Sennett, haddocking.
Sch. Esther Gray, haddocking.
Sch. Actor, haddocking.
Sch. Tattler, dory handlining.
Sch. William H. Rider, Pubnico, N. S.

TODAY'S FISH MARKET.

Salt Fish.

Handline Georges codfish, large, \$5 per cwt.; medium, \$4; snappers, \$3.
Eastern halibut codfish, large, \$5; medium, \$4.50.
Georges halibut, codfish, large, \$5.50; mediums, \$4.50.
Cusk, large, \$2.50; mediums, \$2; snappers, \$1.50.
Haddock, \$2.00.
Hake, \$1.15.
Pollock, \$1.75.

Fresh Fish.

Splitting prices:
Haddock, \$1.10 per cwt.
Cod, large, \$2.25; medium, \$1.85; snappers, 75c.
All codfish, not gilled, 10c per 100 pounds less than the above.
Hake, \$1.10.
Cusk, large, \$1.75; medium, \$1.25; snappers, 50c.
Pollock, 90c.
Fresh halibut, 12c lb. for white, and 9½c lb. for gray.

Halibut Sale.

The halibut fare of sch. Avalon sold to the New England Halibut Company for 12 cents for white and 9 1-2 cents for gray.

Going Pollock Seining.

Capt. Edward Peterson is fitting out sch. Ella G. King for pollock seining.

ALL TOGETHER ABOUT ONE TRIP

**Arrivals Continue Light at
New Fish Pier—Prices
Are Still Low.**

A bare handful of arrivals predominated at the new fish pier this morning, hardly enough to talk about. In all the total landing was 120,000 lbs. The Provincetown schooners had the largest fares, they being schs. Philip P. Manter brought in 37,000 pounds; Annie Perry, 40,000 pounds; Josephine DeCosta, 38,000 pounds.

Wholesale prices were \$2.50 to \$2.60 per hundred for haddock \$2.25 to \$2.50 for large cod, \$1.50 for market cod, \$1.50 for hake, \$1.50 for pollock.

Boston Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Philip P. Manta, 25,000 haddock, 12,000 cod.
Sch. Annie Perry, 8000 haddock, 32,000 cod.
Sch. Josephine DeCosta, 10,000 haddock, 28,000 cod.
Sch. Olivia Sears, 3200 cod.
Haddock \$2.50 to \$2.60 per cwt.; large cod, \$2.25 to \$2.50; market cod, \$1.50; hake, \$1.50; pollock, \$1.50.

GILL NETTERS HAULING OUT

The gill netting season is getting short, and quite a number of the boats in addition to those already reported have made their last trip of the season and will now store away their reels and nets until the fall.

Steamer Orion and Gertrude T., of the Dahlmar fleet, are through. The Orion has just come off the ways, while the Gertrude T. is on Parkhurst's railways, receiving a coat of paint and touching up, prior to returning to Erie, Pa., from whence she came three seasons ago.

Steamer Bethulia made her last haul yesterday. Steamer Enterprise has also pulled up her gear, closing the season.

Sch. Little Fannie will probably fish a few more days, before hauling out, while steamer Water Witch will make her last lift today.

All the boats of the Atwood & Payne fleet have pulled out for the season, steamers Quartette and Carrie and Mildred making their last hauls for the firm yesterday.

Capt. Geel Sailed.

Sch. Tattler, Capt. Alden Geel sailed this morning on a dory handlining trip. Sch. Gov. Russell and sch. Tattler are the only two vessels that will follow this kind of fishing this summer, from this port.